

SUTHERLAND SHIRE HISTORICAL  
SOCIETY INC  
QUARTERLY BULLETIN

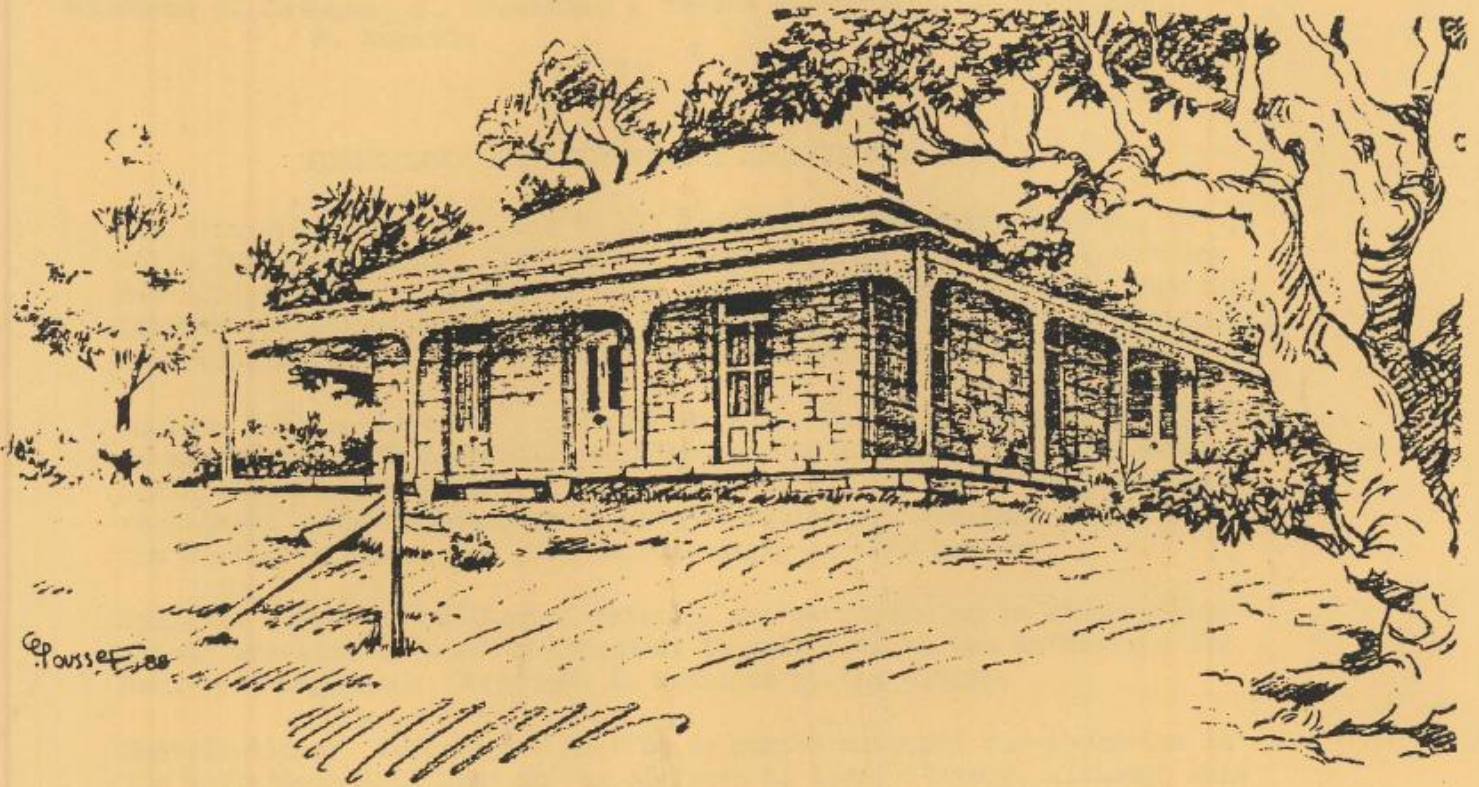
Design by (the late) Fred Midgley



Vol. 2 No. 6

May, 1994

Price: \$1.00



"SIMPSONS COTTAGE"

Simpsons Bay.

William Simpson retired from the employ of Thomas Holt in 1863 to the southern shores of Port Hacking. He acquired 20 hectares at present day Bonnie Vale and built both the Port Hacking Hotel (burnt down in 1953), and his own home which overlooks Simpsons Bay.

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### SUTHERLAND SHIRE HISTORICAL SOCIETY BULLETIN

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Meetings of the Society are held monthly, on the second Friday, at 7:45 pm at the Council Chambers (2nd floor Admin Building) Eton Street, Sutherland

VISITORS ARE ALWAYS WELCOME

All correspondence should be addressed to: The Honorary Secretary, Sutherland Shire Historical Society, PO Box 389, Sutherland 2232

SUTHERLAND SHIRE HISTORICAL SOCIETY

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**SOCIETY'S OBJECTIVES**

1. The study of Australian History in general and of Sutherland. Shire History in particular.
2. The collection, acquisition and preservation of all material relevant to the history of the Shire.
3. To encourage and foster an interest in the development of the Shire with particular regard to the natural beauty, character and the preservation of its historic associations, buildings, Aboriginal relics and the like.
4. The dissemination of historical information to members and others by way of lectures, exhibitions, discussions, publications and excursions.



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QUARTERLY JOURNAL OF THE SUTHERLAND SHIRE HISTORICAL  
SOCIETY INC.

Vol. 2 N o .6

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## PRESIDENT'S REMARKS

As I write this report Heritage Week has commenced and further details will be announced after its completion.

The Society is indebted to all members who have come forward to assist, especially Allan McGrath for the outstanding presentation in the Museum.

That I am at present in Sutherland Hospital Rehab. Unit learning to walk again after my fall has shown how loyal are the Executive Committee under Deputy President/Acting President Doug Archer --- they have all undertaken extra tasks to ensure Heritage Week is up to our usual standard.

This shows how true is the Gilbertian Saying; "They'd none of them be missed" applied to met  
With regret we announce the death of another member Andrew Hanley. Mrs Hanley joined at Heritage Week a few years ago after meeting an "old time" colleague Ralph Clarke. He submitted a number of items for the Bulletin, being an old "Sutherlandite". To his family we offer condolences.

Aileen Griffiths

## PROGRAMME

May	Miss Helen McDonald Librarian Sutherland Shire
June	To be advised
July	Mr Greg Shuptrine                      Manager Caltex

## A TRIBUTE TO BRUCE VINCENT SCHELL

Bruce Vincent Schell is a descendant of one of Miranda's earliest settlers, the BERGER family.

A short history of the SCHELL family who were early residents of Cronulla and were a very well known and popular family.

I am not too sure of just when Mrs Schell took up residence in the only two storied building in Ozone St. overlooking the expanse of water between Cronulla and North Cronulla beaches but the family were established in Cronulla prior to 1932 when I just moved to Cronulla.

When I was fortunate enough to become a close friend of Bruce I found that Mrs Schell was then a widow and that there were five boys namely, Otto, Cedric, Roy, Adam, and Bruce. Adam and Bruce were living with Mrs-Schell in Ozone St., Roy was living in Franklin Bd. Cronulla, Cedric was living at Miranda, and Otto had a business at Blackheath.

Roy, Adam, and Bruce were members of the then volunteer fire brigade situated in Gerrale St. Cronulla. Both Adam and Bruce were members of the Cronulla Surf Club, Bruce being an exceptional swimmer.

Unfortunately not one of the boys are with us today, and in two cases the deaths were tragic as Bruce died a P.O.W. of the Japanese in 1943, and Adam. Who was a police sgt. was shot and killed by an intruder who had broken into a boatshed at Bobbin Head.

Bruce and I enlisted together at the Arncliffe Drill Hall but were separated soon after and in my case it was off to the Middle East; in Bruce's case it was to be Singapore.

Have only just found out the circumstances of Bruce's death through chance communication with a fellow member of the Army Service Corps who was with Bruce when he died way back in 1943 aged 25 and it eventuates that after being interned in Changi and being sent out with different work parties for 12 months or so, Bruce was eventually ordered to Thailand to work on the infamous Burma railway that claimed so many Allied lives. We have been told that each sleeper on this railway line represents one Allied life, and Bruce was one of those sleepers.

In the first instance, Bruce's grave bore a simple white wooden cross but through contact with John Towers of Toowoomba Bay NSW who was the army mate with Bruce when he died, who has recently visited Thailand to pay his respects to old mates and to photograph the war cemetery at KANCHANABURI it has now been shown that Bruce is resting in a lovely, peaceful setting and his beautifully made headstone bears all his particulars plus the words that strike so much sadness to so many that knew his . . .

SACRED TO THE MEMORY OF BRUCE

-- NEV. WINTIN

EARLY HISTORY AND THE SCOTTISH RIFLES  
1885 – 1914 PART III

The first body of troops sent to South Africa included 2 officers from the NSW Scottish Rifles - Lieut. G.J. Grieve and Lieut. F.A. Dove, and a number of other ranks. All died for their country except Lieut. (now Major) Dove. Grieve showed conspicuous gallantry with the 2nd Black Watch Regiment to which he had been attached. He met his death at Pardeberg in February 1900. Dove served with much distinction and returned safely having been awarded a DSO. Lieut. K. McKellar was killed near Pretoria whilst serving with the Princess Royal Dragoon Guards.

Mention should also be made of Staff Sgt. McCall who later obtained a position with the Instructional Staff and served as Sgt. Major with the mounted Rifle Regiment in the later period of the war. He subsequently became Commandant in South Australia.

Altogether eighty-five members of the Scottish Rifles took part with various contingents in the South African War - seven of them as the memorial at Scots Church, Church Hill, Sydney, testifies, finding soldiers' graves on the South African veldt.

By the end of 1900 the unit was at full strength and proud of the fact that each contingent for the Boer War contained Scottish representation. The Regiment was granted the King's Colour by King Edward VII in recognition of services to the Empire in Africa in 1900-02. In 1901 the Scottish Rifles had yet another name change - the 5th NSW Infantry Regiment (Scottish Rifles).

In 1902 Major E. Sinclair-MacLagan DSO (Border Regiment) was appointed Adjutant and his knowledge and services for 12 months were of inestimable value to the unit. Fresh from service in South Africa he was able to impart up to date military instruction. Recombined this with understanding of the peculiar characteristics of volunteers - not always apparent in Regular Officers. He commanded the 4th Australian Division at the conclusion of the Great War. Generally the Volunteer Regiments had to depend on their own officers to act as Adjutants. In the case of the Scottish a Captain Mackenzie was a most capable and

enthusiastic officer for some years. He eventually assumed command of the 19th Battalion AIF.

Major General Hutton took command of the Commonwealth Forces in 1903 - re-organised them - and in the process the Scottish Rifles was formed into a first regiment and known as 1st NSW Scottish Rifles, which consisted of 6 Companies of 60 men each at Sydney, 2 Companies at Newcastle, total strength being 509 and also into portion of a 2nd Regiment (known as 2nd NSW Scottish Rifles) consisting of 1 Company at Maclean, 1 Company at Lismore-Ballina and 1 Company at Lismore-Mullumbimby, all on the Northern Rivers. The grand total establishment being therefore 689. In 1912 both these battalions were drafted to the 16th Infantry and 25 Infantry.

At the end of the year 1903, partly owing to the dying out of enthusiasm caused by the South African War which-ended in 1902 and partly owing to the inevitable friction caused by the inauguration of the new Commonwealth regime, the strength of the Volunteers had greatly declined and was now only 2033. By 1906 the total strength had improved to 2204. Since it was put on a good footing in 1893 by General Hutton it is interesting to note only 520 were enrolled up to 1892 but in the subsequent 14 years an additional 2500 had been enrolled. A good many members of the community have, therefore to thank the Regiment for useful military training and an inculcation of discipline which cannot have failed to be of service to them in their days of manhood.

In Queensland a Scottish Regiment was formed in 1885 but only lasted a few years.

In Victoria a Scottish Regiment was formed in 1897, developed well and was an efficient Regiment of a strength of 350.

In South Australia a Scottish Company was formed in Adelaide and another in a country district, total strength being about 180.

In West Australia a Scottish Company was formed.

In New Zealand the oldest Scottish Corps is the Company of the Dunedin Scottish Rifles raised in March 1885. Other Highland Companies are



those in Wellington, Wanganui and Canterbury, all raised in 1900.

On the introduction of universal training in 1912 the Scottish Rifles as such ceased to exist and was absorbed into the new 25th and 26th Infantry Battalions. Many of the officers and non-commissioned officers of the old regiment continued to serve and train the new universal trainees. Colonel Mackenzie was appointed to command the 25th Battalion and Colonel MacLaurin to command the 26th Battalion. The 25th Battalion Head Quarters were transferred just before the Great War to Millers Point which was the subsequent location of the 30th Battalion AMF (NSW Scottish Regiment).

The Highlander of 1952 pays tribute to Lieut. Colonel W.K.S. Mackenzie D.S.O. V.D. :-

Born William Kenneth Seaforth Mackenzie on 7th January 1872 he was educated at Sydney Grammar School, matriculated and entered Sydney University as a member of St. Paul's College and then read Law at Oxford. His admission to the NSW Bar in 1895 was the beginning of a long and distinguished legal career. His edition of Divorce Practice was up to 1952, the standard text in the matrimonial causes jurisdiction of this state.

Equally outstanding was his military career, commencing with this enlistment as a private soldier in the New South Wales Scottish Rifles. He commanded the Regiment from 22nd January 1909 until the introduction of compulsory training in 1912. When the Scottish Rifles was absorbed into the 25th Battalion, Colonel Mackenzie commanded it until the 1914-18 War.

When, after the outbreak of War in 1914, the Australian Imperial Force was formed, Lieut. Colonel Mackenzie was given command of 19th Battalion and saw service in Egypt, Gallipoli and France.

In peace he was two and a half years President of City of Sydney Sub-Branch of RSL and for 23 years was President of 19th Battalion AIF Sub-Branch. He died on 3 June 1952, aged 80 years.

From: "In All Things Faithful" - by kind permission  
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From Stewart Roberts' Collection.

THE PARKE DAVIS STORY - PART III

## ONE OF THE SHIRE'S LEADING INDUSTRIES

(Contributed by George Heavens)

A separate manufacturing laboratory was established to serve the needs of Sydney branch (Australia) in 1917, although some manufacturing had been done there for five years previously.

The story of Parke Davis in Australia really commenced with the opening of

a branch in Sydney on 1st August, 1902. This consisted of a small office in Martin Place - the stock inventory being valued at only £2,000. Shortly afterwards, the branch was transferred to O'Connell Street and, due to forceful and skilful leadership, a period of great progress commenced. In those days with tariffs almost non-existent most products were imported and little local manufacturing was performed. However, by virtue of quality products and hard work, the Organisation forged ahead and by 1909 it was necessary to transfer to larger premises. New offices and a warehouse in York Street served as home to the Sydney Branch until 1918, when laboratories were erected at Rosebery, N.S.W. These were rendered necessary by a rapidly expanding domestic market and the development of secondary industries in Australia.

From that time the majority of products sold in Australia, New Zealand and the Pacific Islands were manufactured at the plant at Rosebery by a highly trained Australian staff with skill and equipment equal to the finest from overseas.

Despite this increase in size of the plant and premises the rate of progress was such that the laboratory and offices at Rosebery gradually became inadequate and, by the end of 1951, arrangements were made for the construction of a modern plant at Caringbah, N.S.W. This project followed the trend towards decentralization of industry around Sydney and, in view of the high capital cost involved of £1,250,000, reflected the confidence felt in the future of the company in Australia.

£750,000 BUILDING PROJECT

The S.C.A.M.

Parke Davis & Co. Ltd to Expand The General Manager, Mr T.J. White, of Parke, Davis & Co. Ltd has announced that plans for his Company's expansion programme have now been finalised.

Approval of the State Secondary Industries Department and the Sutherland Shire Council has been given to the erection of modern laboratory and administration buildings on the Company's property at Caringbah. These buildings, which will be the most modern of their type, are estimated to cost approximately £750,000.

The Architects, Messrs Spencer, Spencer & Bloomfield, and the builders, Messrs F.C.W. Powell & Sons, expect to commence operations early in November, and the premises when completed will include all modern amenities for the staff of Parke Davis & Co. Ltd.

Mr White said that the present premises occupied by his firm at Rosebery were not large enough to cope with their present production requirements, and that future plans provided for the manufacture of a number of new and important products for the Medical and Pharmaceutical Professions.

The S.C.A.M.

SATURDAY, 2ND FEBRUARY, 1952WORLD-WIDE PHARMACEUTICAL MANUFACTURERS TRANSFERRING OPERATIONS TO CARINGBAHFirst Sod Turned of a Three-quarter Million Project

On Monday, 19th November, history was made in the Sutherland Shire in the suburb of Caringbah, when Councillor C.O.J. Monro, M.L.A., turned the first sod

of the new three-quarter million pounds' project for Parke Davis & Company Limited, the world's largest manufacturers of pharmaceutical and biological products.



An unusual note was struck in the ceremony in that instead of the conventional spade for the turning of the first sod, Councillor Monro drove a large bulldozer, turning quite a formidable sod to mark the occasion.

Mr T.J. White, General Manager for Parke Davis & Company Limited, Australia, New Zealand and the Pacific Islands, welcomed all the visitors to the exact spot where the buildings were to be erected, which is situated in twenty-seven acres of land, recently purchased in that area. Mr White stated that his directors had absolute faith in the stability and

progress of Australia when they had agreed to spend this huge amount of money in transferring their manufacturing activities from Rosebery to Caringbah.

Mr White then went on to say the firm of Parke Davis & Company Limited had commenced operations as a branch in 1902, but actually they were operating in Australia and New Zealand from the year 1888. In nearly 50 years' operations in this country, the company has travelled a long way and business has expanded so rapidly that it necessitated looking further afield. Of all sites which had been inspected,

the one that had been chosen had appealed to them most, not only for its suitability for building operations, but also provided for future expansion for many years to come, which was not permissible in any near city areas. Mr White welcomed, in particular, Councillor Monro, M.L.A., whom he was going to ask, later on, to turn the first sod which would commemorate the starting of the building operations here at Caringbah. It was fitting that Mr Monro should do this, taking into consideration how long he had been associated with the Shire of Sutherland, and how much he had done to develop this area. Continuing on, Mr White said, "We are erecting a big production block which will occupy 200,000 sq. ft., an administration building occupying 30,000 sq. ft., and an amenities block occupying 18,000 sq. ft."

Councillor Monro, M.L.A. thanked Mr White for his kind words of welcome and assured him that it gave him great pleasure to welcome Parke Davis & Company Limited to Caringbah. He said he considered it a personal privilege to be invited to turn the first sod. Mr Monro made a retrospect of the development of the whole of the area of the Shire of Sutherland, pointing out how values had developed and how the last few years had seen a tremendous increase in building activities. He predicted that Caringbah itself would be one of the most thickly populated areas in the Shire of Sutherland, and furthermore, that it would appeal to the people of this area, in that they could attain employment right at the door of their homes, and this would save a good deal in the way of fares, as well as relieving congestion on the railways.

The Council had set apart a considerable area in the Shire for Secondary Industries and it is pleasing to note that a good deal of that land had already

been taken up and firms were commencing to develop their plans for future operations.

Mr J. McG. Johnstone of the Department of Secondary Industries, thanked Mr White for the opportunity of being present, and apologised for the Honourable Minister's absence, who unfortunately had another engagement and could not be present. Mr Johnstone mentioned that his Department's first idea for every secondary industry was to suggest that they go to a country area. Failing that, the next suggestion was that they should go to a semi-rural suburb somewhat from the City. His Department was pleased indeed that Parke Davis & Company Limited were shifting their operations from the confines of the City to the suburb of Caringbah. Mr Johnstone pointed out that the City of Sydney was already woefully congested with transport due to the innumerable manufacturing operations so near the City, and it was pleasing to him and his Department that firms so well known, and with the magnitude of P.D. & Co. Ltd, considered it better to come to a suburb such as Caringbah to build their new Laboratories.

Among the guests were Mrs Munro, wife of Councillor Munro, M.L.A., Mrs T.J. White, wife of the General Manager of Parke Davis & Co Ltd., Mr and Mrs Spencer, Mr Spencer being the senior partner of Spencer, Spencer and Bloomfield, architects in charge of the operations; Mr Powell senr., and Mr Powell Jnr. of F.C.W. Powell & Son, builders, who will carry on the building operations; Mr Eric Kershaw represented Hungerford, Spooner & Company, Parke Davis auditors. Also present were Councillors Welch and Harper of the Sutherland Shire, as well as a number of the senior representatives of Parke Davis & Company Limited, together with their wives.

After the ceremony of the turning of the sod had been completed, Mr White, General Manager of P.D. & Co. Ltd, invited all the visitors to partake of light lunch and refreshments. Mr White took the opportunity then to present Mrs Munro with a cut glass decanter set to commemorate Councillor Munro's turning the sod of this big project, representing as it does the building of the new laboratories of Parke Davis & Co Ltd at Caringbah.

TO BE CONTINUED...

#### SUTHERLAND HOSPITAL, CARINGBAH AND COMMUNITY HEALTH SERVICE.

The following information was quoted by Mr. John Gower, when guest speaker regarding the Hospital's redevelopment plan, and with his permission it is a little bit of trivia, from 1992 statistics:

280,000 patients -- one every two minutes of the day  
8,200 operations -- one every hour of the day  
98% of those treated were Shire residents

That proves the Hospital to be a well used institution -- over twenty Million patients have passed through its doors in the thirty-six years since the Hospital was opened. Jokingly, John And I are agreed that if twenty million people entered the building, then forty million feet would have walked the corridors!!!

Aileen Griffiths

HOW THE PORT HACKING CATAMARAN CLUB  
(NOW KURNELL CATAMARAN CLUB)  
WAS FORMED

By John Myers

THE EARLY DAYS

While attending the Scout's State Sailing Regatta, held at Rathmines, Lake Macquarie, 1966, two of the local Sea Scout Troops (Cronulla and Dolans Bay) became closely associated. As the sailing events progressed it was noticed that the boat attracting the most interest was a catamaran (Quickcat Class). This cat was leaving our monohull boats way behind, such as 16', V.S., V.J., Herons, Moths, etc. A friendly meeting was held between the above Troops before leaving for home and it was decided to hold sailing races with boats of all descriptions taking part.

The sailing was to be held on the waters at the head of Burraneer Bay. The Cronulla Scouts were fortunate, as they were given a 16' motor launch by the Sutherland Council, which was used as a Rescue Boat and buoy laying craft. A new catamaran, having been designed in Darwin, was now in kit form and plans were being sold. Parents had acquired the plans for the Arafura Cadet and were busy building their crafts. Early in 1967 we had a few boats completed. John Myers, the leader of the Cronulla Sea Scouts, had completed the hulls and he used the rigging and sails from his son Peter's V.J. for his first race on a catamaran. The early boats to the memory of John Myers were sailed by Malcolm Cody, Lindsay Fletcher, Garry Swinton, Steven Wilkinson, Peter Myers, Greg Curtis, Graham Facey, David McLean.

Neil Fowler from Darwin had designed a 14' Cat, the 'Arrow' (he also designed the 11' Arafura Cadet Cat) to be sailed by Father and Son (2 persons). Peter Fletcher was the Agent and had sold a few plans.

After a meeting with the two Scout Groups it was decided to start a Catamaran Club in the Shire. It was decided to place and advert in the local newspapers as to a meeting being held in the Cronulla Sea Scout Hall on Gunnamatta Bay. When the meeting took place it was surprising at the interest in catamarans. John Finnigan, one of the Group's Scout Masters, chaired the meeting with Office Bearers being elected: President - John Myers; Secretary - Peter Fletcher; Treasurer --Bill Keeping; Publicity Officer - Don Wilkinson. It was decided to hold meetings once a month at 8.00pm on the third Monday of the month at the Cronulla Sea Scout Hall. The Scout Group allowed us to use their hall free of charge but it was decided to make a small donation to the Scouts every year.

## THE EARLY DAYS (Cont ...)

Setting up the Club was hectic. Decisions on a sailing course and registration had to be arranged. The Scout's motor boat could still be used, with other Parents bringing their power boats for use also.

At our second meeting it was decided to have a Club Patron. Our Local Member of Parliament, Mr. Don Dobie, had much pleasure in accepting our proposal. Our sailing course started and finished at Bass and Flinders Point, taking in the area between Jibbon Point and Bundeena Beach. Permission was granted from the Council to use the beach at Darook Park, with access down Stacey Street to the Park entrance. The Port Hacking course was an ideal venue for sailing, except in strong westerly winds.

The Club held an Annual Regatta in conjunction with our three neighbouring Clubs - Port Hacking Open Sailing Club, Burraneer Bay Sailing Club, - and the Cronulla Sailing Club. Mr and Mrs Vince Hughes had a large beach house adjacent to the beach and rigging area, which they made available to the Club when holding Interclub Regattas. This was very much appreciated by the Club because the facilities for use included kitchen, stove, fridge and showers.

Application was made to the State and Federal Government and Local Council for a permanent home for the Club. Application was made for part of the Fish Hatcheries at Cronulla with a road access, but all were unsuccessful. The help of all the Members, Parents and Friends cannot go unmentioned. The homes of Cody, Myers, Fletcher, and Wellington were used for Social Meetings, Protest Meetings, and Class Council Meetings. Thanks to the Cronulla Sea Scouts for the use of their Hall for four years. The families and sailors that travelled hundreds of miles to catamaran regattas throughout the country helped to make this Club top in the State, if not Australia. We had people sailing at the age of 8 years to 40 plus.

In the fourth year of John Myers as President, 1970/71, there were 61 boats racing, 15 being larger boats, such as 'B' Class, 'A' Class, and Stingrays. These boats had to come to the beach via Darook Park Road.

In April of 1971, John and Amy Myers were on the Organisation Committee for Cat Week, 1971, to organise accommodation for visiting Sailors.

On the 5th April of 1971 the Port Hacking Catamaran Club's application to join the Yachting Association of New South Wales (YA of NSW) was accepted.

The Club's first National Champion was Lindsay Fletcher who travelled to Darwin with his family to win the Arafura Cadet National Title at Cat Week 1968. Peter Myers, at Cat Week in 1969, at Wangi, Lake Macquarie, sailing a two man Arrow, won the National Title. In his top year, 1970, he had an outstanding year winning 30 scratch Club races, with two seconds, every Interclub Championship, the National Arrow Championships, and was selected Top Skipper at International Cat Week at Sorrento, Victoria. In 1971 he turned - to the Stingray Class. He won the first championship for Stingrays from a Class of 33 boats.

THE EARLY DAYS (Cont ...)

The next National Champion was Malcolm Cody, son of John Cody (John was the second President of the Club). Both John and Joan Cody worked very hard for the Club from its first beginning in 1967. Greg Curtis also won a National Arrow Title.

At the Club's last Port Hacking Annual Regatta held from Darook Beach there were over 100 entries with over 90 boats completing the course. This could be seen as the last season of events being held at Darook Park as the local residents were becoming annoyed and protesting to the Council.

The Port Hacking Catamaran Club's final Committee were:

President	–	John Myers
Vice President	–	-----
Secretary	–	Moira Boylan
Assistant Secretary	–	----
Treasurer	–	Allan Green
Assistant Treasurer	–	----
Race Secretary	–	Don Wilkinson
Publicity Officer	–	Joan Cody
Social Secretary	-	Joan Cody

Foundation Year - 1967/68

Members

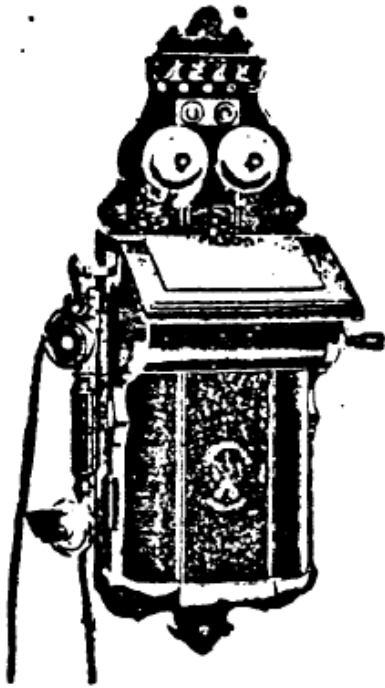
ADAIR, Richard	Junior	LAVERS, Warrick (4)	Family
ANSELL, Mavis (3)	Family	LENTHALL, Alan	Junior
BAYLIS, George	Senior	McLEAN, David (7)	Family
CAMERON, Angus (3)	Family	MATHEWS, Richard	Junior
CODY, John (Jack) (4)	Family	MORRIS, Chris	Junior
CURTIS, Doug (3)	Family	MYERS, John (4)	Family
DODD, Richard	Junior	PRIMMER, Gordon (4)	Family
FACEY, Graham	Junior	RUTHERFORD, Geoff	Junior
FIELD, Tim	Junior	SHOEBRIDGE, Robert (2)	Family
FLETCHER, Peter (8)	Family	SILVESTER, H.	Senior
FRENCH, Peter	Senior	SWINTON, Jack (3)	Family
GRIMSHAW, Colin (?)	Family	WHITE, Warren (2)	Family
KEANE, Jim (?)	Family	WILKINSON, Don (4)	Family
KEEPING, William (4)	Family	WILLINGTON, John (4)	Family

If there are any names or events left out, or omissions of appreciation, Apologies are offered.

# UNIVERSAL PROVIDERS.

- 1911 -

## Telephones and Fittings

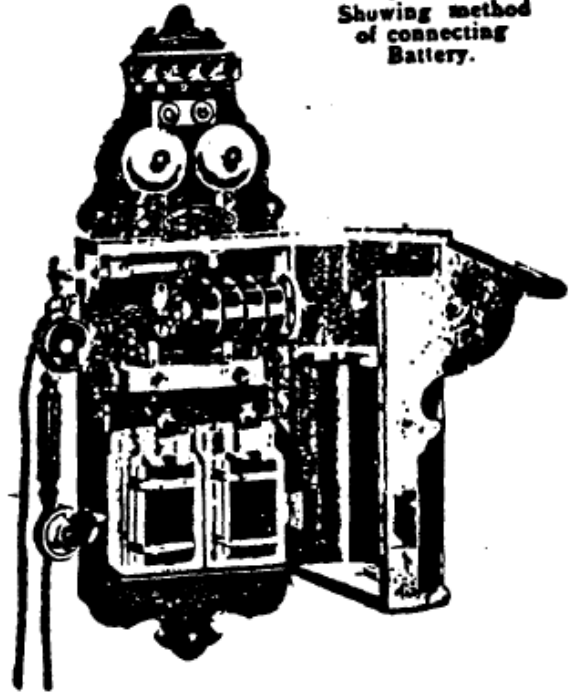


MI 638.

### L. M. Ericsson's Wall Telephones No. 345 (MI 638.)

Government pattern, fitted with handmicro-telephone, No. 630; watch receiver No. 631; Ericsson's 3 cell agglomerate battery, 1,000 ohm bell, & magnet generator, which will ring through a line resistance of 25,000 ohms; a key for short-circuiting the bell; and the secondary of the induction coil, paper clip, lightning arrester, fuses, and extension bell terminals.

£4/7- each.



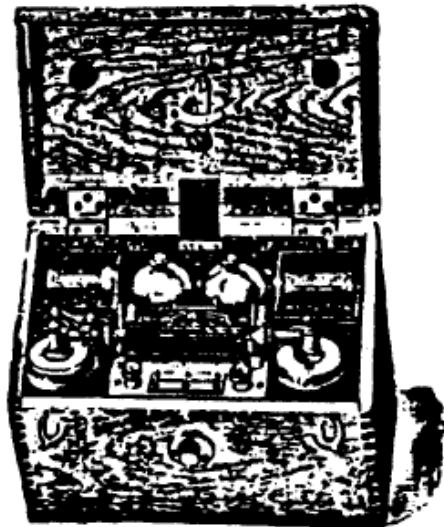
MI 639.  
Showing method  
of connecting  
Battery.

MI 639.

## Portable Telephones



MI 630.—L. M. ERICSSON'S PORTABLE TELEPHONE, No. 393, fitted in leather case, with strong leather strap so that it can easily be carried by a man. It is fitted with a telescopic handmicrotelephone, N. 696, generator, bell, two line terminals, and a dry cell battery; suitable for inspectors of telephone and telegraph lines, weighs about 8lb. £5/6- each.



MI 631.—L. M. ERICSSON'S PORTABLE TELEPHONE, No. 390, fitted in a strong oak case. It is fitted with handmicrotelephone, No. 692, with waterproof cords, two dry cell battery, generator, bell, lightning protector, and terminals for line and earth; suitable for places where a temporary telephone is required, weighs about 16½lb. £5/5- each.

# EVERYTHING SOLID VALUE



## TRAGEDY AT BLACKWOODS BEACH - 1913

At the December meeting of the Society, slides were shown, including Blackwoods Beach in the early part of the century. It was commented that from this beach the Louden children were drawn out to sea and drowned. Over eighty years ago, the beach was the scene of a tragedy involving two related families spending summer in a holiday cottage at Cronulla.

Early on 30 December 1913, Mrs Cecilia Louden, aged about forty, took her five children and two young sisters-in-law to the beach: Her eldest son was Alexander James Louden, aged 12; the girls Marjorie (known as Margaret) aged 21 and her sister Daphne, 15.

Initially it was intended, on that hot and sultry Tuesday, to bathe in a rock pool, but both girls preferred excitement of the open surf. Mrs Louden commented that she did not like the look of the surf - later described by newspapers as a premonition - but was reassured by the two girls. They arrived shortly after seven, the only people on the beach.

Tragedy occurred with frightening suddenness. Margaret threw off her cloak and ran into the water, calling back: "Come in, it's lovely" She waded out for several minutes, then, turning around, called "I can't get back" but was initially not alarmed. Those on the beach saw her being pulled out to sea. She was almost out of sight when she began calling for help, screaming that she was sinking.

Alexander then swam towards her, but in turn was dragged out to sea. Then Daphne entered the surf to rescue them, but quickly found herself being pulled out by an undertow. Mrs Louden rushed to the water's edge, intending to swim out, but was held back by her younger children, confused and crying, clinging to her clothes. Those on the beach saw Margaret disappear, then Daphne, although Alexander continued to float, apparently unconscious.

Mrs Louden's two older daughters ran for help: Minnie, 8, knocked on the door of a nearby house, and the occupant returned throw a life belt (uselessly) into the surf. Winifred, 10, ran back to the family home, calling "Marjorie drowned" On the way, she met a small boy, who ran to the Life Saving Club at Cronulla.

Frank Giddings, who attempted to rescue the Bass brothers off Cronulla Point five years earlier, and a man named Perrier, were able to drag Alexander Louden from the surf. His heart was still beating, but Dr Sproule, who attended, was unable to save him. Later that morning the bodies of the two sisters were recovered from being battered by the surf against the rock ledge between Blackwoods and Cronulla.

There was a good deal of newspaper recrimination. Blackwoods was described as a locally known "death trap" shelving suddenly, with unpredictable currents and strong undertows. It emerged that the Surfing Inquiry Commission in 1912 had refused to allow change sheds to be built, describing the beach as too dangerous, and designating Cronulla as the local surfing beach. A sign was belatedly erected on the afternoon of the tragedy. References were also made to the drowning of the Bass brothers in 1908, al-though this occurred further south.

Drownings cast a pall over Cronulla. A surf carnival was cancelled, flags run at half mast, and the usual summer complement of a thousand bathers reduced to few dozen. Walter Louden, elder brother of Margaret and Daphne, was captain of the Life Saving Club. Robert John Louden, father of Alexander, was described as being in poor health; he died less than a year later, at the early age of thirty-seven. His family lived at 11 Carrington Street Penshurst until the 'thirties.

Alexander Louden, father of the girls, was a well known businessman, a boot manufacturer, and manager of the NSW bowling team touring Great Britain the previous year. His family lived a few blocks away from his son at "Meryla" Gloucester Road Hurstville. Marjorie was described, in fairly standard newspaper terms, as a "bright and charming girl" Wood Coffill organised both funerals, where the victims were interred in Woronora Cemetery in hot and sultry weather.

Little more emerged at the inquest. Robert Louden testified that neither of his sisters could swim and his son was not a strong swimmer. Cecilia Louden declined to attend, tendering a certificate signed by Dr O'Keefe that her life was endangered should she be compelled to give evidence. Her statement to police was read in Court. Alexander had not intended to go swimming, but had jumped in to assist Margaret. When they arrived at the beach the water was flat, but seemed to roughen violently in a minute. Constable Henry Tugwell of Cronulla, a well known figure, said he constantly warned people against surfing at Blackwoods.

Two family plots, less than a hundred yards from each other, on the corners of the old Catholic and Presbyterian sections of Woronora cemetery: the sisters lie beneath a grey granite column, together with another sister, Madge, who died in infancy as far back as 1902; their father, who died in 1923, their mother in 1944, and another brother Duncan who died comparatively young in 1940. At the corner of the Catholic section, beneath a white marble cross and cast iron railings, lie Alexander James, his parents, and sister

Winifred, who was on the beach that fateful day, and who lived until 1979. Their home at 11 Carrington Street Penshurst still survives.

Image lingers from newspaper reports of Cecilia Loudon, alone on the beach, helplessly watching her son swept out to sea, held back from a rescue attempt by four small children clinging to her clothes.

Rhys Pidgeon

### EXCURSION REPORT

On Saturday May 21 we will be visiting Richmond and St John of God Hospital at North Richmond. This promises to be a most interesting day for everyone. Should the Bulletin be in your hands before that date and you wish to join the tour, please contact Mrs Betty McGrath on 521-2227.

Following that it is our intention to visit Liverpool area on July 16, 1994. We shall leave Cronulla at 8.30 a.m. and Sutherland at 9 a.m. to arrive at the Liverpool Society Museum about 10.15 a.m. where they will serve us morning tea. Then we will be guided around the district by one of their number.

Please take your luncheon as is usual on our outings. Cost for the day will be \$12 members and \$15 visitors.

Bookings to Mrs Betty McGrath 521-2227 ..... These will be opened at the May meeting.

Aileen Griffiths  
Excursion Officer

The First French in Australia:  
The Soldiers of the Batavia 1629

by  
Edward Duyker

The Australian historian T.D. Mutch once wrote the wreck of the Batavia provides the greatest dramatic tragedy in Australian history, beside which the Mutiny on the Bounty is an anaemic tale." It will come as a surprise to many to learn that among those shipwrecked when the Dutch East Indiaman Batavia foundered on Morning Reef, off Geraldton Western Australia in 1629, were eight French soldiers. From surviving Dutch records in the Algemeen Rijksarchief in The Hague<sup>1</sup> we know the names of these Frenchmen (or at least Dutch phonetic versions of their names): Jean Boniver, Edward Coo (Edouard Cau?), Jean Coos de Sally (Jean Caux de Sally?), Jean Hongaar, Jacques Pilman, Jean Reynouw (also written Jean Renou and Renoue of Miombry), Jean Thiriou and Thomas de Villiers. It is very likely these men were Huguenots. As Anthony Bailey has written of the foreigners who settled in the Netherlands during the Golden Age:

"From France, waves of Huguenots arrived, forming their own Christian congregations and opening their own schools. They introduced new methods of clockmaking, taught the violin and the art of cooking, and served as officers and soldiers in the Dutch army - all the while complaining about the climate, the temperament of the natives, and the impossibility of the Dutch language."<sup>2</sup>

The Batavia was a new ship which formed part of a convoy of eight ships that left Texel on 29 October 1628. As had happened on numerous other occasions, the ships of the fleet became separated in the Atlantic. The Batavia's skipper was Ariaen Jacobsz, but the ship also carried the "Fleet President", the merchant Francisco Pelsaert. The two men were not on good terms: Jacobsz was prone to drunken debauchery, while Pelsaert was a pensive intellectual The brother-in-law of Hendrik Brouwer, who pioneered the southern route to the

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<sup>1</sup> I have been able to reconstruct the part played by the French in the Batavia's story from E.D. Drok's translations of Francisco Pelsaert's substantial journals (over 160 printed pages) in the second half of Henrietta Drake-Brockman's *Voyage to Disaster: The Life of Francisco Pelsaert* (1963), Angus and Robertson, Sydney, 1982, in particular, see pages 110, 146-149, 166, 243-246.

<sup>2</sup> Bailey, A. *The Horizon Concise History of the Low Countries*, American Heritage, New York, 1972, p. 102.

Indies,<sup>3</sup> Pelsaert was born in Antwerp around 1591 and first sailed to the east in 1618. Even if the Batavia had never been wrecked, Pelsaert's fame would have been assured by his vibrant and sensitive Remonstrantie.<sup>4</sup> This remarkable account of life under the Moghul emperor Jahangir, was written after seven years residence in India.

On his fateful journey of 1628, Pelsaert was not the only "man of ideas" on board the Batavia. Jeronimus Cornelisz was a probationary junior merchant and a former pharmacist aged about thirty. He was also evil and bestial in his hedonistic beliefs. Even before the Batavia foundered on Morning Reef In the Houtman Abrolhos, he appears to have begun influencing both the skipper and crew with his belief in the communal "ownership" of women. After Pelsaert censured the skipper for indecent behaviour, talk of mutiny and piracy began to circulate. An attempt was made to provoke Pelsaert as a pretext for revolt. This was done by arranging a humiliating assault on one of the female passengers named Lucretia Jansz. She had previously spurned Jacobsz' advances. Pelsaert did not fall into the trap. He held a short, polite and inconclusive inquiry, but did not forget the matter. Then, at 4 a.m. on June 4, 1629, Pelsaert was thrown out of bed by the impact of the Batavia crashing onto Morning Reef.

Even though he was not a mariner, Pelsaert began to take charge. When attempts to lighten the ship by jettisoning the canons failed, Pelsaert began evacuating the passengers and crew, by the ship's yawl, onto a small waterless island. One hundred and eighty men, women and children, about three quarters of the ship's complement reached the relative safety of Beacon Island, while some of the worst elements of the crew, including Cornelisz, remained on the ship. In a mixture of terror and fateful resignation, they had broken open the ship's supply of spirits and gotten drunk. Among them was 38 year old Jean Thiriou<sup>5</sup> who chopped open one of the

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<sup>3</sup> To understand how the Dutch came to sail these waters, it is important to note that in 1616 the Dutch East India Company adopted the faster southern sailing route to the Indies pioneered by Hendrick Brouwer. In 1610, Brouwer sailed south of the Cape of Good Hope and was pushed east by the westerlies between latitudes 35° and 40° south. When he thought his longitude was the same as the Sunda Strait, he sailed north to Bantam. Given the difficulties in determining longitude at the time, it is not surprising that many Dutch ships found themselves on the Western Australian coast after Brouwer's route was adopted. For a summary of Dutch exploration of Australia's coast, see: Duyker, E. *The Dutch in Australia*, AE Press, Melbourne, 1987, pp. 10-28.

<sup>4</sup> Pelsaert, F. *Jahangir's India: The Remonstrantie of Francisco Pelsaert* (translated from the Dutch by W.H. Moreland and P. Geyl), Cambridge, 1925.

<sup>5</sup> In one document Thiriou is described as "of Heydelbergh". Although this suggests German origins, in other documents he is referred to as one of the French. His name certainly seems French rather than German.

company's money chests with an adze. This was temporarily secured by the ship's carpenter, Hendrick Jansz, but Thiriou and others prised it open again and threw the money at each other's heads. An attempt to rescue them took place the next day. Only forty more were taken off because of the weather. Cornelisz, unable to swim, eventually drifted ashore on a spar a week later.

Although Pelsaert had arranged for some barrels of water to be landed on the island, he hoped more might float ashore from the wreck. In any case, with a party of men, he set out with the longboat in search of water. If none could be found, he had decided to try to reach Batavia and bring help. Pelsaert's group sailed first to West Wallabi in the ship's longboat. While there, the yawl arrived from Beacon Island with 11 men on board. They were also searching for water. None was found. The crew of the yawl did not wish to return to Beacon Island, so Pelsaert administered a solemn oath to the crews of both boats to do their utmost to bring help to their stranded companions. Surprisingly, the signatories included the negligent skipper Jacobsz and Jan Everetz who had initiated the attack on Lucretia Jansz.

In terrible seas, the yawl had to be cut adrift not long after leaving West Wallabi and the forty-eight men now in the longboat had to bail constantly to remain afloat. When the weather subsided, some of the men swam through the boiling surf on the coast of the mainland in search of freshwater. They searched fruitlessly all day, and returned bruised and battered to the longboat. Hugging the Australian coast for much of the way, Pelsaert and his party miraculously managed to reach Java on 27 June. Once in Batavia, Pelsaert acted swiftly. He had Jacobsz imprisoned and Everetz hanged for his attack on Lucretia Jansz. Meanwhile, he hurriedly equipped the *Sardam* and three days later set sail for Beacon Island - despite usual Calvinist prohibitions - on a Sunday.

In Pelsaert's absence, Jeronimus Cornelisz had waited three weeks before making another move. He planned to gain control of a sufficiently cohesive group of malcontents who could be relied upon to seize the rescue vessel and realize dreams of piracy. In his attempt to bring these plans to fruition, he was to mark the first European habitation of Australian territory with vile and bloody terror. When Pelsaert returned, he found that Cornelisz and his men had sadistically butchered 125 men, women and children and reduced the remaining women to sexual slavery. During his rule, Cornelisz also administered solemn oaths to his disciples and to those he spared. The only one of the French to take this oath was Jacques Pilman who was described as being from "Pres du Verdun". This was probably under duress; when Cornelisz was later asked who were the most innocent of his followers,

the first person he named was Jacques Pilman.

Fortunately, Pelsaert was not surprised by the mutineers, having been forewarned by a young soldier named Wiebe Haijes in a make-shift dinghy. Haijes was the leader of forty-seven survivors who had fled Cornelisz' reign of terror on Beacon Island and taken refuge on West Wallabi. They were extremely fortunate in discovering water. Among Haijes' forty-seven partisans were at least five of the French: Jean Hongaar, Jean Reynouw de Miombry, Thomas de Villier, Jean Boniver and Eduward Coo. We know this because Cornelisz tried to win them over to his mutiny with a letter written on 23 July 1629 and translated into French. This letter, probably translated by Jacques Pilman, was almost certainly the first document written in French in Australian history. Cornelisz despatched it with his emissary Daniel Cornelisz and with the drunken Jean Thiriou. Thiriou, according to the letter, had swilled drink from the mutineers' barrel. They had assumed that another Frenchman, Jean Coos de Sally, had also raided the barrel and had bound him as a prisoner on their island. In desperation Jean Coos had protested his innocence and even offered to stab Thiriou if he were allowed live and die with the mutineers. Obviously Cornelisz let Thiriou live because he felt he might be of use to him in winning the remaining French to his cause, but he did not hide from them his contempt for the drunkard. Of Coos' offer to kill Thiriou he wrote "he would have done a particular friendship for us, and still shall do so." The French were not swayed by the mutineers' missive. Instead they took Daniel Cornelisz hostage. In the virtual state of war which existed between the two factions on their separate islands Jeronimus Cornelisz was also taken prisoner.

As a party of heavily armed mutineers (now under the command of one Wouter Loos) came to "greet" the rescue vessel *Sardam*, Pelsaert had them disarmed, one by one, as they came on board. After arming ten of Wiebe Haijes' men, he made a landing and forced the rest of the mutineers to surrender.

In the summary trials that followed, seven men were condemned to death and executed on nearby Long Island. Another six were tried and executed in Batavia. The fate of Jean Coos de Sally and Jacques Pilman is not clear. Jean Thiriou, however, was tried for breaking open one of the Company's money chests soon after the *Batavia* had foundered. This was a capital offence, but his judges chose "grace in place of rigour" and he was sentenced to be keel-hauled three times, given 100 lashes and fined six months' wages. He was not the only Frenchman to receive punishment. Twenty-two year old Jean Renou of Miombry, despite his loyalty to the Company (he was clearly described as "one of the defenders"), was sentenced to be dropped three times from the yard and to receive 100 lashes for

having defamed Wiebbe Haijes and a woman named "Zussie" (probably Sussie Fredericxs) by suggesting they were guilty of sexual license!

Curiously, Pelsaert spared Wouter Loos and a cabin boy named Jan Pelgrom de Bije. Another fate was in store for them. They were put ashore on the mainland with \*Nuremberg toys, as well as knives, beads, bells and small mirrors" and instructions to befriend the Aborigines. As Henrietta Drake-Brockman, the most important authority on the Batavia, put it "The merchant's mind, never willing to miss an opportunity, always a servant of the Company, can be seen assessing the situation for what it may be worth in terms of trade.. "6

The fate of Loos and de Bije - the first "permanent" Dutch "inhabitants" of Australia - is not known. Some 18 months later, a Dutch jacket, the Grootenbroeck, discovered a broad channel between the Houtman Abrolhos and the mainland. No records exist to indicate whether her skipper, Huijch Jansen Block, searched for the castaways. Block's journal disappeared and the only details of the voyage come from a letter written by one of her passengers - the merchant Willem Perregens.<sup>7</sup>

And what of Pelsaert? On his voyage back to Batavia on the Sardam, ever the keen observer, he found time to pen the very first recorded description of marsupials. This was an account of the island Wallabies he had seen on the Houtman Abrolhos. Not long after his return to Batavia, Pelsaert took part in an expedition to Sumatra. He died shortly after in Batavia, in September 1630.

In recent years archaeologists have uncovered the remains of a number of the victims of the Batavia tragedy. They have also found the remnants of what is the oldest European building in Australia - the rough stone fort on West Wallabi - built by Wiebbe Haijes and his men (including the French) as protection from the mutineers. It was not until 1963 that the actual wreck of the Batavia was found off Morning Reef.<sup>8</sup> The story of the Batavia has also found an important place in Australian literature, having inspired Henrietta Drake-Brockman's *The Wicked and the Fair* (1957) and Nicholas Hasluck's *The Bellarmine Jug* (1984).

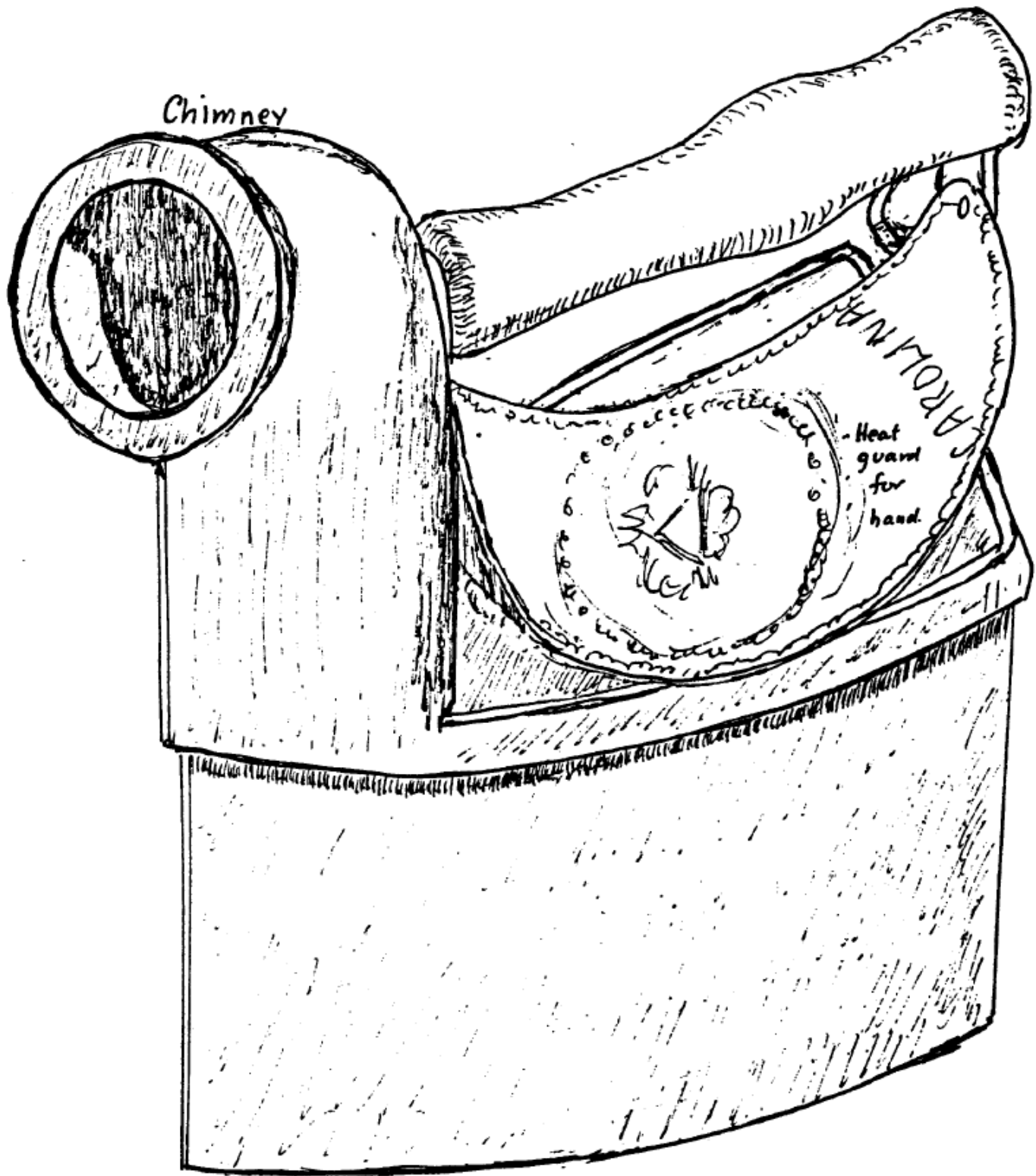
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<sup>6</sup> Drake-Brockman, H. op. cit p. 48.

<sup>7</sup> Forsyth, J. "The visit of the yacht Grootenbroeck to the coast of the Southland in 1631", *Early Days*, Vol. 5, Part 3, 1957, pp. 17-26.

<sup>8</sup> Green, J.N. "The VOC ship Batavia wrecked 1629 on the Houtman Abrolhos, Western Australia", *International Journal of Nautical Archaeology & Underwater Exploration*, Vol. 4, No. 1, 1973, pp. 43-63.

MUSEUM VIEWS



CHARCOAL IRON



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